

way, and:—

officers from replying to the question, "What is the
 cause of the delay?" he said, "The delay is caused
 with characteristic fairness—a delay of the kind
 which I suppose we may expect to be
 continued in the future—he has refused to
 make the ten or twelve minutes that I should
 have claimed to refer to a willous
 breach of good faith" (said Hon. Ruler
 of the House). "The delay is caused by
 morning, obviously, for the purpose of
 influencing the division—(renewed cheering
 and for no other purpose. I got up at
 the right time, intended for Middlebury
 and had not down. I had got intended to
 make a speech on the second reading stage at
 the time I was called to the chair. I had
 a few words in reference to a special mail,
 but I think that I was entitled from
 the right hon. gentleman to have had an
 opportunity of expressing this deliberate
 attempt to blacken my character, and as to
 the delay, I am not at all disposed to
 chance of what I said reaching the
 House" (Hear). "Oh, there is no no
 chance now—" (Oh, from the Middle-
 buriense, and "Hon. Ruler there")—and
 went on to suppose that the right hon. gen-
 tleman in refusing to give the ten minutes
 was doing so for the purpose of the
 of practically preventing my doing of
 unblushing calumny, having that effect
 on public opinion which it would other-
 wise have had if spoken at a recess
 after the hour of the opening. It appears
 that the right hon. gentleman is of the
 that this country are to be permitted to
 miserable creatures for the purpose of
 during these calamities. Who will be

Chief Secretary for Ireland this comment was a statement of suppression of defence, this comment was an endorsement of calumny and perjury which has been made by his supporters. I have never heard of the middle-class man who has been accused of the murder of the Rev. Fr. John Lee anything but so called. When I first read of this of this precious concoction for I believe it to be either I saw it or do not see it in the Times usually. (Ministerial laughter) I never heard that a man of this kind had been published in the Times, I supposed that the photograph had fallen into the hands of a person for whom it had not been intended and that it had been made use of in this way. I supposed that some blunder had been made. I have since seen the photograph at various times asked for their enquiries. (Ministerial laughter and Home Office cheers) I supposed that such a blank as that had fallen into hands for which it had been intended, and that it had been made use of in this way. I supposed that something of the kind had happened. But when I saw it purported to be my signature, I saw plain that it was an audacious fabrication. (Cheers.) Many members of this House have seen my signature, and if they have seen it, they will be able to detect the signature in the Times, they will see that there are only two letters in the name, which bears any resemblance to be in my own signature. I cannot understand how the conductors of a responsible newspaper could be used by a man of this kind to publish such a photograph, and I am sure that

ness to be hockwinked, or hoaxed; so, puzzled, and that is the most charitable interpretation which I can place on the publication of such a production as that of the signature. (Cheers.) My signature is not different from that of any other person, unfortunately written a very cramped, my letters run and huddle into each other, and I write with difficulty, and slowly. It is, in fact, a labour and a toil to write anything at all. But the signature is not so much a matter of course as it is who has evidently covered as many as 400 of letters paper in his life as I have you (Laughter). This is not the time, and I must, to enter into full details, the mind as to handwriting, but if the House will, let me show you a specimen of my signature, and I will explain to you that I do not accept as genuine letters the whole signature bears no resemblance to mine. The same remark applies to the letter. The letter does not purport to be in my handwriting. We are now informed who has written it. It is not his signature, but it is his handwriting. It was ever associated with mine, the same person, the same letter writer is not mine. I do not know who he can be, but I will assign to me, I think I can insult myself—I ought to say, perhaps, insult the order that I have written, but it is complete and perfect. (Cheers.) I heard of the letter. (Cheers.) I directed such a letter to be written. (Cheers.) I never saw such a letter as I saw it in the Times this morning. (Cheers.) The subject-matter of the

near. The philosophy of the man, absorbed in a study of the word, stared at philosophy could possibly in every part of it be based upon absolute and irrefutable evidence, want of genuineness and want of authenticity. (Hear, hear.) Solidity of the man's character was shown when a leader of a party of eighty men here has to stand up at six minutes past one in the House of Commons in order to defend himself from an anonymous accusation of this kind—(cheers)—which is a thing that no man would do who has always held with regard to this matter the same opinion as I. Mr. Forster that his treatment of political prisoners was a humane treat and a fair treatment, and I think for reason alone, if for no other, he has never been able to do this. He has been able to live his life by the principles of justice. I never had the slightest notion of the world that the life of the late Mr. Forster was in danger, or that any spy was on foot against him, or any other official in connection with any other person, that an unbroken chain of such conspiracy as that existed, and no one was more astonished than I was when that bolt from the fall upon us in the Phoenix Park, when I knew not in what direction to look for the cause of the explosion, that it had been in the park that we would gladly have stood between Frederick Cavendish and the daggers assassinating—(cheers)—and for the man that—(cries of "Burke")—between

any other man from that terrible in the Phoenix Park, and the nation has suffered more than other nations. I am convinced by the soundings which have been heard at your nation has been reached it has been touched, and though elements may be in a majority to do the real force of public opinion is their back. (Cries and Oh's.) The speaker then made a story of a soldier looking over their shoulders behind the soldiers of an army which is beginning to retreat to see which silent word to reach. (A laugh.) "O God, this is a nation and this is a man," he said, "and this is a park and the soldiers are the Oheas."

Mr. W. Russell, reading addressed to him by Mr. Russell, the principal in a provincial journal, said that he had been in his possession was a picture, although he said he had none of his correspondence.

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *SAN PABLO* will be despatched for San Francisco, via Yokohama, on THURSDAY, the 2nd proximo, at 3 p.m. Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50a, Queen's Road Central, Hongkong.

C. D. HARMAN, Agent.

Hongkong, May 14, 1887. 914

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF SYDNEY* will be despatched for San Francisco, via Yokohama, on SATURDAY, the 11th June, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50a, Queen's Road Central, Hongkong.

C. D. HARMAN, Agent.

Hongkong, May 25, 1887. 984

NOW READY.

THE COMMERCIAL LAW AFFECTING CHINESE; with special reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.

Copies may be had at the China Mail Office, and at Messrs. LANE, CRAWFORD & Co.,—Price, 75 cents.

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTO PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON THURSDAY, the 9th day of June, 1887, at 4 p.m., the Company's Steamship *SACHSEN*, Captain TASER, with MAILED PASSENGERS, SPORE, and CARGO, will leave this port as above, calling at Genoa.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., SPORE and Parcel until 3 p.m. on the 8th June. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

For further Particulars, apply to MELOHERS & Co., Agents.

Hongkong, May 14, 1887. 916

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, MARSEILLES, GIBRALTAR, BRINDISI, ANCONA, VENICE, AND LONDON.

AND LONDON, 4500.

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PEKAN, PASSENGER PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *ROSETTA*, Captain BRADY, with Her Majesty's Mail, will be despatched from this port for LONDON direct, via SUEZ CANAL and usual Ports of Call, on THURSDAY, 2nd June, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing. Parcels and SPORE (Gold) at the Office until Noon on the day of sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This Steamer calls at MARSEILLES.

E. L. WOODIN, Acting Superintendent.

Hongkong, May 21, 1887. 907

FOR SALE.

A COMPLETE REPRINT in Pamphlet Form, of the proceedings in the Recent LIBEL CASE OF

REGINA V. PITMAN, containing the whole of the Proceedings at the Police Court, full report of the trial in Criminal Sessions, with connected Correspondence and comments of the Press.

To which is now added a Report of the Case of

PITMAN V. KESWICK AND OTHERS.

Price per Copy, 50 CENTS.

China Mail Office.

Hongkong, May 21, 1887. 907

SHARE LIST—QUOTATIONS.

MAY 26, 1887.

Stocks.	No. of Shares.	Value.	Paid-up.	Position for Last Report.	Reserve.	Balance, 1st year.	Last Dividend.	Closing Quotations, Cash.
BANKS.								
Hongkong and Shanghai Bank Corp.	80,000	120	all	\$ 4,600,000	25,313.43	at 30/ for 1886	159% prem.	
INSURANCE.								
North-China Insurance Co., Ltd.	5,000	200	all	100,000	406,132.00	Ta. 28.65 for 1886	Ta. 265, sellers	
Yongtong Insurance Company, Ltd.	8,000	250	all	50,000	3,059,767	for 1886	Ta. 100	
Union Insurance Society Co., Ltd.	10,000	250	all	50,000	314,012.96	at 30/ for 1886	850 per share, buyers	
China Traders Insurance Co., Ltd.	24,000	600	all	100,000	187,524.75	20% annuity	800	
Canton Insurance Office Co., Ltd.	10,000	250	all	50,000	494,400.00	10% for 1886	824, buyers	
Chinese Insurance Co., Limited.	1,500	1,500	200	25,711.66	125,771.29	8% for 1886	820 per share, sellers	
Hongkong Fire Insurance Co., Ltd.	8,000	200	all	50,000	1,900,000	10% for 1886	800	
China Fire Insurance Co., Ltd.	10,000	250	all	50,000	612,500	24,738.44	6 for 1885	800
Singapore Insurance Company, Ltd.	40,000	1,000	20	...	17,000	...	30, nominal	
The Straits Fire Insurance Co., Ltd.	20,000	500	20	...	7,713.40	...	80, nominal	
The Straits Insurance Co., Ltd.	30,000	750	20	...	200,000	76,832.52	...	
STEAMSHIP COMPANIES.								
H.K. & M. Steamship Co., Ltd.	40,000	20	all	...	30,000	11,410.4	6% half year	80, buyers, 84 Aug.
Douglas Steamship Co., Limited.	20,000	50	all	...	170,000	115,113	Dec. 31/86	850 per share, buyers
Indo-China S. S. Company, Limited.	18,338	10	all	...	127,390	...	8%	...
60,000 shares issued.	31,212	10	all	...	4,387.5	9.7% for 1885	10% div, sellers	
China and Manila S. S. Co., Ltd.	3,500	100	all	...	...	None	40 discount	
MISCELLANEOUS.								
H.K. & W. Wharf & Dock Co., Ltd.	12,500	125	all	...	4,260.12	16% for 1886	70 cash, 83, Aug.	
H.K. & China Gas Co., Limited.	5,100	10	all	...	...	10% and 2% 1/2 for 1886	80 per share, fully paid up	
New Shares.	1,900	10	7.10	...	9,177.31	1,927.31	...	
Hongkong Hotel Company, Ltd.	3,000	100	all	...	1,321.41	88 half year	2210	...
3,000 shares issued.	...	...	...	...	...	...	...
China Sugar Company, Limited.	10,000	100	all	...	13,781.53	12% for 1886	8100	...
Hongkong Tea Company, Limited.	8,000	80	all	...	20,000	...	...
Hongkong Bakery Company, Ltd.	500	50	all	...	6,000	...	...
Linco Sugar Company, Limited.	7,000	100	all	...	230,303.18	None	18	...
Perak Sugar Cultivation Co., Ltd.	5,000	100	all	...	...	None	18	...
Perak Tin Mining & R. Co., Ltd.	5,000	50	all	...	...	None	80	...
Panjoon & Bungie Dun Samasin	40,000	10	5	...	...	None	80, June	nominal
Mining Co.	...	...	...	...	...	None	...	
Row, Wharf & Goddard Co., Ltd.	17,000	100	all	...	...	None	840 prem, nominal	
Rope Manufacturing Co., Ltd.	8,000	50	all	...	...	7%	840 per share, nominal	
Shen & Co., Limited.	3,800	100	all	...	5,000	2,730.09	13% for 1885	12% prem, buyers
Level Tramways Co., Ltd.	1,250	100	50	...	...	...	12% prem.	
LOANS.								
1884	8,568	500	all	...	...	...	...
1884	3189	500	all	...	...	...	...
1886	1700,000	TL. 250	...	...	...	...	...
Chinese Imp. (Ch. Bank Loan) 1886	2750	500	all	...	...	...	...

* Equalization of Dividend Fund. † Depreciation and Insurance Fund. ‡ At debit.

Mails.

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *PARTHA*, 3,107 Tons Register, C. Brown, Commander, will be despatched for VANCOUVER, B.C., and KOBE and YOKOHAMA, on SATURDAY, the 4th June, at 8 p.m.

To be followed by *S.S. BATAVIA*, on the 26th June.

These steamers, formerly in the CUNARD Service, lately received New Engines and Boilers, and can maintain a speed at sea of from 13 to 14 knots.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY.

The attention of through passengers is drawn to the fact of the Canadian Pacific Railway being the best built and most splendidly equipped line ever constructed on the American Continent, and specially adapted for Summer travelling.

Consular Invoices for Goods to United States points should be made out in quadruplicate, and delivered to Mr. D. E. Brown, District Freight Agent, Vancouver, B.C., and sent to us.

Freight will be received on board until 4 p.m. on the 3rd June.

All Parcels must be sent to our Office and should be marked to address in full, and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, May 18, 1887. 942

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS.

BY ERNEST J. HUIEL, Ph.D., TUBING.

THIRD EDITION.

REVISED, WITH ADDITIONS.

Price, LANE, CRAWFORD & Co., Hongkong, August 20, 1884. 1098

CHINA COAST METEOROLOGICAL REGISTER.

MAY 24.—AT 4 P.M.

Station.	Barometer reduced to sea level, and 30 in. Hg.	Thermometer.	Humidity.	Direction.	Force.	Weather.	Wind during previous 24 hrs.
Manila.	29.82	80	69	SE	1	c	—
Amoy.	29.82	80	69	SE	1	c	—
Hongkong.	29.80	77	77	S	3	b	—
Amoy.	29.81	67	68	SE	4	c	—
Foochow.	30.01	67	74	SE	3	b	—
Shanghai.	29.90	70	75	SE	4	c	—
Nagasaki.	30.10	71	80	SE	2	c	—
Wifootok.	30.03	41	—	—	—	—	—

MAY 25.—AT 10 A.M.

Station.	Barometer reduced to sea level, and 30 in. Hg.	Thermometer.	Humidity.	Direction.	Force.	Weather.	Wind during previous 24 hrs.
Manila.	29.95	84	84	E	1	c	—
Amoy.	29.92	88	71	E	1	c	—
Hongkong.	30.00	76	89	E	4	c	—
Amoy.	29.98	76	73	NE	3	b	—
Shanghai.	30.03	71	80	SE	2	c	—
Nagasaki.	30.10	71	80	SE	2	c	—
Wifootok.	30.13	43	95	SW	3	b	0.20

The barometer is rising and gradients for N.E. winds are moderate. The temperature and the humidity are high and cloudy weather prevails.

W. DORRICK, Government Astronomer.

Hongkong Observatory, May 25.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported today.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Harbour or midway between such shores are marked L., in conjunction with the figures denoting the sections.

Section.

- From Green Island to the Gas Works.
- From Gas Works to Jardine's Wharf.
- From Jardine's Wharf to the Harbour Master's Office.
- From Harbour Master's Office to the P. and O. Co.'s Office.
- From P. and O. Co.'s Office to Pender's Wharf.
- From Pender's Wharf to the Naval Yard.

Section.

- From Naval Yard to Blue Buildings.
- From Blue Buildings to East Point.
- From East Point to Kowloon Island to North Point.
- Kowloon Wharves.
- Jardine's Wharf.

Vessel's Name.	Anchor.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Albany	3	Porter	Brit.	1489	May 21	Adamson, Bell & Co.	Amoy & Manila	
Bayley	8	Child	Brit.	1695	May 21	Mitau Bussan Kaisha	Bangkok	
Bengale	3	Farquhar	Brit.	1198	May 24	Gibb, Livingston & Co.	Amoy & Manila	
Bombay	3	Hildesheim	Brit.	1000	May 26	Gibb, Livingston & Co.	Amoy & Manila	
Changsha	3	Williams	Brit.	1403	May 28	Butterfield & Swire	Amoy & Manila	
Crusader	7	Ouston	Brit.	648	Nov. 13	Siemens & Co.	Amoy & Manila	
Danish Monarch	3	Baryne	Brit.	806	Feb. 23	Adamson, Bell & Co.	Amoy & Manila	
Diamant	5	McCaslin	Brit.	514	May 26	Russell & Co.	Amoy & Manila	
Falkenberg	4	Dreyer	Gen.	958	May 28	Russell & Co.	Amoy & Manila	
Galaxy of Japan	5	Macdonald	Brit.	1860	May 24	Russell & Co.	Amoy & Manila	
Greyhound	3	Wright	Brit.	227	May 26	Adamson, Bell & Co.	Amoy & Manila	
Guthrie	5	Green	Brit.	1504	May 26	Russell & Co.	Amoy & Manila	
Haidong	5	Roach	Brit.	277	May 27	Douglas Steamship Co.	Amoy & Tientsin	
Japan	5	Gardner	Brit.	1866	May 26	David Sassoon, Sons & Co.	Amoy & Tientsin	
Kobe	5	Brooks	Brit.	1700	May 23	Adamson, Bell & Co.	Amoy & Tientsin	
Lombardy	5	Volgate	Brit.	1056	May 26	Russell & Co.	Amoy & Tientsin	
Macbeth	3	Kunath	Brit.	621	May 27	Order	Amoy & Tientsin	